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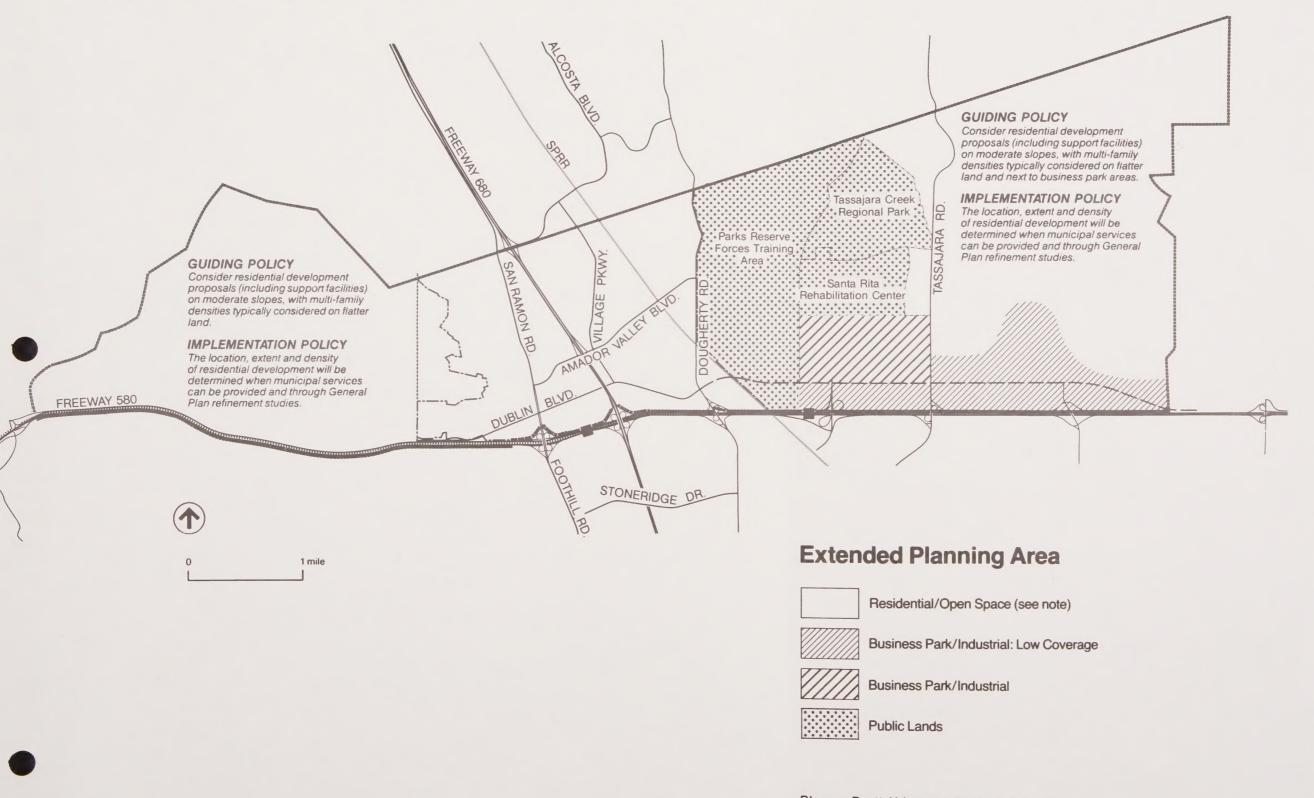
UNIVERSITY OF CALIFORNIA







Dublin General Plan



Blayney-Dyett, Urban and Regional Planners



RESOLUTION NO. 12-85

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING THE DUBLIN GENERAL PLAN

WHEREAS, pursuant to the provisions of State Planning and Zoning Law, it is the function and duty of the City Council of the City of Dublin to adopt a comprehensive, long-term general plan for the physical development of the City, to be known as the Dublin General Plan; and

WHEREAS, the Planning Commission of the City of Dublin on March 5, 13 and 19, 1984, held duly noticed public hearings on and approved the Dublin General Plan, and recommended adoption of the Dublin General Plan by the City Council; and

WHEREAS, the City Council did hold duly noticed public hearings on the Dublin General Plan on April 5 and 9, May 15, July 17 and 31, and September 10, 1984, and on February 11, 1985; and

WHEREAS, the City Council finds that it is in the City's best interest, and the public's health, safety, and welfare, to approve and adopt the City of Dublin General Plan; and

WHEREAS, an EIR for the Dublin General Plan was certified to be in compliance with the California Environmental Quality Act; and

WHEREAS, Findings and a Statement of Overriding considerations were made regarding significant environmental effects of the Dublin General Plan

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby adopt the Dublin General Plan

BE IT FURTHER RESOLVED that the City Council does hereby direct the Staff to edit, format, and print the Dublin General Plan with all City Council approved revisions and without any other substantive changes.

PASSED, APPROVED AND ADOPTED this 11th day of February, 1985.

AYES: Councilmembers Hegarty, Jeffery, Moffatt,

Vonheeder and Mayor Snyder

NOES: None

ABSENT: None

Mayor

City Clerk

FIGURE 3b

RESOLUTION NO. 11-85

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS

REGARDING SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE DUBLIN GENERAL PLAN

WHEREAS, the City of Dublin has prepared a comprehensive, long-term general plan for the physical development of the City, to be known as the Dublin General Plan; and

WHEREAS, the California Environmental Quality Act (CEQA), together with the State guidelines and City environmental regulations, require that certain projects be reviewed for environmental impact and that environmental documents be prepared; and

WHEREAS, an Environmental Impact Report (EIR), including a Supplement, has been prepared pursuant to CEQA; and

WHEREAS, the City Council has certified that the final EIR has been completed in compliance with CEQA; and

WHEREAS, the EIR indicates four significant environmental impacts related to the following subjects:

- 1. Increased traffic
- 2. Degradation of air quality
- 3. Loss of agricultural and grazing land
- Loss of open space; and 4.

WHEREAS, the City Council did hold a public hearing on the General Plan and EIR on February 11, 1985; and

WHEREAS, proper notice of said public hearing was given in all respects as required by law

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council hereby adopts the following findings and statement of overriding considerations regarding significant environmental effects of the Dublin General Plan:

> Increased traffic: unacceptable levels of service are antcipated on I-580, I-680, Dublin Boulevard and San Ramon Road, and Dublin Boulevard and Dougherty Road.

Findings: The traffic impacts on I-580 and I-680 are under CalTrans jurisdiction and beyond control of the City. The traffic impacts on Dublin Boulevard are anticipated even after feasible improvements are made by the City.

Degradation of air quality: Carbon monoxide standards may be violated at times during the year.

Findings: Air quality standards are set by the Federal Government and the State of California. The Bay Area Air Quality Maintenance District, California Air Resources Board, and Metropolitan Transportation Commission work to maintain and improve air quality. The City does not have a major role in air quality regulation.

Loss of agricultural and grazing land: Urban development will result in unavoidable adverse impacts on adjoining agricultural operations and discontinuation of agricultural and grazing land.

Findings: Urbanization as proposed in the General Plan makes mitigation infeasible. Elimination of business park and residential development has been rejected because the area is as well suited to the proposed use as other sites on which development has been proposed or commenced.

4. Loss of open space: Urban development will significantly affect the visual quality of the open space.

Findings: Urbanization as proposed in the General Plan makes mitigative infeasible. Elimination of business park and residential development has been rejected because the area is as well suited to the proposed use as other sites on which development has been proposed or commenced.

 $\,$ PASSED, APPROVED AND ADOPTED this 11th day of February , 1985.

AYES:

Councilmembers Hegarty, Jeffery, Moffatt,

Vonheeder and Mayor Snyder

NOES:

None

ABSENT:

None

Mayor

ATTROT :

City Clark

FIGURE 3c

RESOLUTION NO. 10-85

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING RESPONSES TO THE ENVIRONMENTAL IMPACT REPORT COMMENTS AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF DUBLIN GENERAL PLAN

WHEREAS, the City of Dublin has prepared a comprehensive, long-term general plan for the physical development of the City, to be known as the Dublin General Plan; and

WHEREAS, the California Environmental Quality Act (CEQA), together with the State guidelines and City environmental regulations, require that certain projects be reviewed for environmental impact and that environmental documents be prepared; and

WHEREAS, an Environmental Impact Report (EIR), including a Supplement, has been prepared pursuant to CEQA; and

WHEREAS, the final EIR consists of the Draft EIR, Responses to Comments on the Draft EIR, the Supplement to the EIR, and Responses to Comments on the Supplement to the EIR; and

WHEREAS, the final EIR was reviewed and considered by the City Council at duly noticed public hearings on April 5, April 9, May 15, July 17, July 31, September 10, 1984 and February 11, 1985

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council adopts the Responses to Comments on the Draft EIR and the Responses to Comments on the Supplement to the EIR; and

BE IT FURTHER RESOLVED that the City Council certifies that the final EIR has been completed in compliance with CEQA.

PASSED, APPROVED AND ADOPTED this 11th day of February, 1985.

von

Councilmembers Hegarty, Jeffery, Moffatt,

Vonheeder and Mayor Snyder

NOES: N

None

ABSENT:

AYES:

None

ATREST

City Clark

CITY OF DUBLIN GENERAL PLAN 1985 - 2005

VOLUME 1: PLAN POLICIES

ADOPTED BY THE CITY COUNCIL ON FEBRUARY 11, 1985

Prepared for the City of Dublin by

Blayney-Dyett, Urban and Regional Planners TJKM, Transportation Consultants, Pleasanton Hallenbeck & Associates, Consulting Geotechnical Engineers, Emeryville Charles M. Salter & Associates, Inc., Acoustical Consultants, San Francisco

CITY COUNCIL

Peter W. Snyder, Mayor
Peter J. Hegarty, Vice Mayor
Linda J. Jeffery
Paul C. Moffatt
Georgean Vonheeder
David C. Burton (served until October, 1983)
Fred Drena (served until April, 1984)

PLANNING COMMISSION

John Alexander, Chairman
Eddie Jo Mack, Vice Chairman
Valerie Barnes
Brian Raley
David M. Petty
William M. Tenery (served until May, 1984)
Georgean Vonheeder (served until April, 1984)
Theodore C. Woy (served until June, 1983)

CITY STAFF

Richard C. Ambrose, City Manager
Michael Nave, City Attorney
Laurence L. Tong, Planning Director
Kay Keck, Deputy City Clerk
Linda Trahey, Planning Secretary (served until August, 1984)
Jan Matusek, Planning Secretary

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1.0 BACKGROUND

1.1 INTRODUCTION

The Dublin General Plan consists of the text and plan maps in Volume I, City of Dublin General Plan: Plan Policies. The reader who wants to determine consistency of a proposed project with the plan need consult only this volume. Volume II, City of Dublin General Plan: Technical Supplement and Environmental Impact Report (EIR), contains the background information on the issues that resulted in the plan policies. The EIR must be certified as complete before the plan is adopted, but Volume II material other than the detailed Housing Element (required by law) is not suitable for adoption as policy, though some of the information may become the basis for ordinances or programs to implement the General Plan. Volume I will be referred to as "Plan Policies" and Volume II will be referred to as the "Technical Supplement."

City of Dublin General Plan Housing Element Portion of Volume 2: Technical Supplement is the detailed Housing Element for the City. It contains the policies and information necessary to comply with State law.

The text and plan maps adopted by the City Council in Volume I: Plan Policies of the General Plan constitutes a guide for the day to day physical development decisions that shape the social, economic, and environmental character of the city and its extended planning area. State Law requires Dublin to adopt a General Plan within 30 months from the time it commenced operation as a city on February 1, 1982. The law (Government Code 65300) directs each jurisdiction to include "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Consequently, the Dublin Planning Area as determined by the Planning Commission and City Council includes 19.7 square miles, 4.1 square miles of which are currently in the city.

1.2 DEVELOPMENT HISTORY OF DUBLIN

Most of the land in Dublin and San Ramon was granted in 1835 to Jose Maria Amador, one of the area's earliest settlers. In the 1850's, Amador sold portions of his 16,100-acre holding to James Dougherty, Michael Murray, and Jeremiah Fallon, forming a hamlet that grew slowly during most of the next century.

During World War II, the Navy built Camp Parks to house 10,000 servicemen. The Tri-Valley had few tract homes or commuters until 1960 when the Volk-McLain Company began work on San Ramon Village - building several thousand moderately-priced homes advertised as "city close; country quiet." Urban services were provided by annexation of San Ramon Village to what is now the Dublin San Ramon Services District (DSRSD). By 1970, four-fifths of Dublin's present homes were complete.

In 1967, an effort to incorporate Dublin was denied by the Alameda County Local Agency Formation Commission (LAFCO) as contrary to County policy supporting only one city in the west valley. A subsequent referendum on annexation of Dublin to Pleasanton failed in Dublin. Before the 1981 incorporation election was held, consideration was given to detaching Dublin from DSRSD and making it a "full-service" city, but keeping the existing arrangement was simpler and the "full-service" choice did not appear on the ballot. In November, 1981, 75 percent of the votes cast were for incorporation.

1.3 NATURE OF THE GENERAL PLAN

The General Plan provides a policy framework for development decisions. It has three functions:

- 1. To enable the City Planning Commission and City Council to reach agreement on long-range development policies.
- 2. To provide a basis for judging whether specific private development proposals and public projects are in harmony with the policies.
- 3. To allow other public agencies and private developers to design projects that are consistent with City policies or to seek changes in those policies through the General Plan amendment process.

The plan must be:

Long-range: However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. In order to create a useful context for development decisions, the plan must look at least 20 years ahead.

Comprehensive: It must coordinate all major components of the community's physical development. The relationship between land use intensity and traffic is the most obvious.

General: Because it is long-range and comprehensive, the plan must be general. Neither time nor knowledge exist to make it detailed or specific. The plan's purpose is to serve as a framework for detailed public and private development proposals.

The Plan Policies (maps and text) may be amended as often as four times each year (Government Code, Section 65358) and should be revised at least every five years. The Technical Supplement should be revised whenever new information becomes available. Except for the Housing Element, the contents of the Technical Supplement are not part of the adopted General Plan and do not require hearings on revisions.

1.4 PRIMARY PLANNING AREA AND EXTENDED PLANNING AREA

The General Plan includes site-specific policies for the area within the 1982 City boundaries and for the developable land immediately to the west (the primary planning area).

It is essential that the City of Dublin establish guiding policies for the extended planning area because it "bear(s) relation to its planning," regardless of when or whether portions are annexed to the City. Policies for the 15 square miles constituting the extended planning area are conceptual because the information available on environmental constraints, means of providing services, and landowners' intentions is not sufficient to warrant adoption of more specific policies at this time. Text policies take precedence because mapped policies are in schematic form. Many or most development proposals in the extended planning area will require a General Plan amendment, but if they are consistent with the text policies, the hearing process will focus mainly on the suitability of the specific site for the type and timing of development proposed.

1.5 PUBLIC PARTICIPATION

Since work on the General Plan began in March 1983, the Planning Commission and City Council each have held three separate meetings and one joint meeting to consider the plan. A Community Workshop held in July 1983 attracted about 25 participants in addition to most members of the Commission and Council. General Plan discussions were thorough, usually lasting more than four hours, but the number of public participants has been small - probably because most reisdents in a nearly built-out community do not expect the plan to have major effects on their lives or property. During the same period, hearings on several controversial medium or medium-high density residential projects drew large audiences.

1.6 REPORT ORGANIZATION

State Planning Law calls for seven mandated General Plan elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. State Law also allows cities to adopt other General Plan elements or subjects which the City believes relate to the physical development of the City.

A problem in organizing a General Plan is covering the state's seven mandatory elements without confusion or duplication. For simplicity, the seven elements, as well as optional elements, are grouped in three General Plan sections:

Land Use and Circulation Section

Land Use; Parks and Open Space; Schools, Public Lands, and Utilities; and Circulation and Scenic Highways. The Schools, Public Lands, and Utilities Element is not mandatory.

Housing Section

Housing Element

Environmental Resources Management Section

Conservation, Seismic Safety and Safety, and Noise Elements

1.7 SUBREGIONAL DEVELOPMENT PROJECTIONS

Dublin's 1983 population, estimated at 13,700, represented about 8 percent of the 166,000 residents in the Tri-Valley area (San Ramon, Livermore, and Amador valleys). About half of the employed residents of Dublin and the Tri-Valley commute to jobs outside the area. By the year 2005 or shortly after, planned business parks, several with large employers assured, are projected to add about 130,000 jobs to the 50,000 existing in the Tri-Valley in 1980. The Association of Bay Area Governments (ABAG) has projected construction of 40,000 additional housing units. Unless that number is substantially exceeded, there are likely to be more in-commuters than out-commuters.

Dublin's primary planning area will be built-out long before the business parks are full. Adding the extended planning area would bring job and population totals to about 15 percent of the Tri-Valley totals in 2005. Despite its small share of population, Dublin's site at the junction of the Tri-Valley's two dominant transportation corridors will enable it to remain the "downtown" for the Tri-Valley.

1.8 GENERAL PLAN MAP

The General Plan Map for the Primary Planning Area proposes an arrangement of land uses and a circulation system to serve those uses at full development - expected to occur within 10 years. Because so little land remains uncommitted, boundaries between uses are exact. However, deviations in road alignments or open space configurations, and request for approval of churches or other semi-public facilities typically appropriate to the adjoining uses are not to be considered inconsistent with the General Plan. Both the map and the text should be consulted to determine consistency or inconsistency; the text shall govern.

1.8.1 Land Use Classification

The following descriptions are intended to aid interpretations of the General Plan map legends.

Density Measurements

Density measurements for general plan purposes are based upon gross residential acreage and is calculated as follows:

Gross residential acreage (GRA) shall be determined by calculating the area of the site and by adding one-half of the area of abutting streets, provided that the street width used for calculation shall not be less than 25 feet or more than 50 feet. Public or private streets within the boundaries of the site, as well as streets abutting the site, are calculated within the gross acreage total.

Gross acreage, rather than net acreage, is used as a General Plan density measurement in order to account for situations in which larger multiple family and Planned Development residential projects include much vehicular circulation area that is not public right-of-way. In such cases, the project site area would be larger than on smaller, conventional sites that rely mainly on dedicated streets for access. If allowable densities were calculated on the site area or net acreage basis, the larger projects would have higher "effective" densities than the smaller sites.

Example: Ponderosa Village

General Plan designation = single-family residential (0.9 to 6.0 units per gross residential acre).

89 dwelling units (DU)

12.20 net acres (average lot size = 5,970 square feet)

3.13 street acres (20% of gross residential area)

15.33 gross residential acres (GRA)

Project density = 5.8 DU/GRA

Primary Planning Area

Residential

Residential: Single-family (0.9 to 6.0 units per gross residential acre). Detached and zero lot line (no side yard) units are within this density range. Assumed household size is 3.2 persons per unit. Examples are recent subdivisions in Dublin's western foothills at about 2.0 units per acre and Ponderosa Village at 5.8 units per acre.

Residential: Medium Density (6.1 to 14.0 units per gross residential acre). The range allows duplex, townhouse, and garden apartment development suitable for family living. Except where mixed dwelling types are designated, unit types and densities may be similar or varied. Where the plan requires mixed dwelling types, listed policies specific to the site govern the location and distribution of dwelling types. Assumed household size is two persons per unit. Recently reviewed projects in the medium density range include Parkway Terrace (7.8) and Amador Lakes west of the Dougherty Hills (13.5).

Residential: Medium-High Density (14.1 to 25.0 units per gross residential acre). Projects at the upper end of this range normally will require some under-structure parking and will have three or more living levels in order to meet zoning ordinance open space requirements. Assumed household size is two persons per unit. Examples of medium-high density projects include The Springs (17.8) and Greenwood Apartments (19.8).

Commercial/Industrial

Retail/Office. Shopping centers, stores, restaurants, business and professional offices, motels, service stations, and sale of auto parts are included in this classification. Residential use is excluded except in the Downtown Intensification Area.

Retail/Office and Automotive. This classification includes all retail/office uses and adds auto dealerships, auto body shops, and similar uses. Residential uses are not permitted.

Business Park/Industrial. Uses are non-retail businesses (research, limited manufacturing and distribution activities, and administrative offices) that do not involve heavy trucking or generate nuisances due to emissions, noise, or open uses. Residential uses are not permitted. Maximum attainable ratios of floor area to site area (FAR) are controlled by parking and landscaping requirements and typically result in .35 to .40 FAR's. Examples: Clark Avenue, Sierra Court.

Business Park/Industrial: Outdoor Storage. In addition to the Business Park/Industrial uses described above, this classification includes retail and manufacturing activities conducted outdoors such as mobile home or construction materials storage. Example: Scarlett Court.

Public/Semi-Public

Public/Semi-Public Facilities. Uses other than parks owned by a public agency that are of sufficient size to warrant differentiation from adjoining uses are labeled. Development of housing on a site designated on the General Plan as semi-public shall be considered consistent with the General Plan. Determination as to whether housing should be permitted on a specific semi-public site and the acceptable density and design will be through review of a Planned Unit Development proposal under the Zoning Ordinance. Examples: Public and private schools, churches.

Parks/Public Recreation. Publicly owned parks and recreation facilities.

Open Space. Included are areas dedicated as open space on subdivision maps, slopes greater than 30 percent, stream protection corridors, woodlands, and grazing lands.

Extended Planning Area

Residential and Open Space

See General Plan Map and Sections 2.1.4, 3.1, 3.2, and 3.3.

Commercial/Industrial

Business Park/Industrial: Low Coverage. This classification is intended to provide a campus-like setting with open plazas and landscaped pedestrian amenities for the uses described in the Business Park/Industrial classification for the Primary Planning Area and to allow retail uses to serve businesses and residents. Maximum floor area ratio (building floor area as percent of lot area) to be determined by zoning regulations should be between .25 and .37.

See General Plan Map and Section 2.3.4.

Business Park/Industrial. Same as in Primary Planning Area.

Public Lands

Large holdings such as Parks RFTA, Santa Rita, and Tassajara Creek Regional Park.

2.0 LAND USE AND CIRCULATION SECTION: LAND USE ELEMENT

The Land Use Element contains policies for the location and intensity of residential, commercial, and industrial land uses. Policies relating specifically to open space, parks, and schools apepar under those headings.

Because 90 percent of the primary planning area has been developed since 1960 or has development approvals, the Land Use Element focuses on the remaining uncommitted sites and on the potential for more intensive use of partially developed sites. Land use changes in the extended planning area will be more dramatic, but urban development there is likely to occur mainly after the mid-1990's.

The primary planning area is expected to be built-out within ten years, adding 3,500 housing units, 8,400 residents, and 2,400 jobs to the 1983 totals. Except for downtown intensification, the General Plan does not envision highly visible changes in Dublin, but it does provide for more than a 60 percent gain in population. Housing unit and population projections for the primary and extended planning areas are presented in the tables on the following page.

2.1 RESIDENTIAL LAND USE

2.1.1 Housing Availability

Guiding Policy

A. Encourage housing of varied types, sizes and prices to meet current and future needs of all Dublin residents. (Same as Housing Element goal #1.)

Implementing Policy

B. Designate sites available for residential development in the primary planning area for medium to medium-high density where site capability and access are suitable and where the higher density would be compatible with existing residential development nearby. (See Table 1, Development Policies, Page 8.)

2.1.2 Neighborhood Diversity

Guiding Policy

A. Avoid economic segregation by city sector.

Implementing Policies

- B. Allocate medium and medium-high residential densities to development sites in all sectors of the primary planning area. Require some of the units approved east of the Dougherty Hills to be single family detached. (See Table 1, Development Policies, Page 8.)
- C. Require a mixture of dwelling types in large projects. (See Table 1, Development Policies, Page 8.)

DEVELOPMENT POLICIES FOR RESIDENTIAL SITES

<u>Site</u>	Sites ¹ Map No.	Acres	MinMax. <u>Units</u>	General Plan Residential Designations
East of Dougherty Hills	1	79	482 to 1,105	Medium Density with required mixed dwelling types including single family detached and permitting up to 25 units per acre on portions of the site
Pleasanton Housing Authority, southwest portion of site	2	3 <u>+</u>	18 to 42	Medium Density
South of Alcosta Blvd., east of I-68	30 3	2	12 to 26	Medium Density
South side Betlen Dr., west of Prow	Wy. 4	9	9 to 54	Single Family
Abutting approved Nielsen tentative map multi-family north of Hansen Rd		4	24 to 32	Medium Density (8+ per acre to match Nielsen tentative map multi-family density)
Southwest of approved Nielsen tentamap, north of Valley Christian Cent		7	7 to 20	Single family (allowable density within single-family range to be determined based on site conditions)
Abutting north property line of Valley Christian Center	7	6	6 to 20	Single family (allowable density within single-family range to be determined based on site conditions)
West of Dougherty Road, south of Amador Valley Blvd.	8	4	56 to 100	Medium-High Density, retail/office, or mixed
Fallon School Site	9	8	8 to 48	Single Family
Dolan Site, Murray School District	10	22	22 to 88	Single Family at 4 units/acre maximum
Valley Christian Center	11	15+	na	Public/Semi-Public facilities
Downtown Intensification Area	12	na	(200)	Estimate of units is tentative and could increase significantly if mid-rise, mixed-use buildings achieve market acceptance
TOTAL		159	1,735	actiteve marker acceptance

¹ Sites Map Numbers correspond to numbered areas on Figure 4 Sites for Housing Development.







10. FIGURE 5

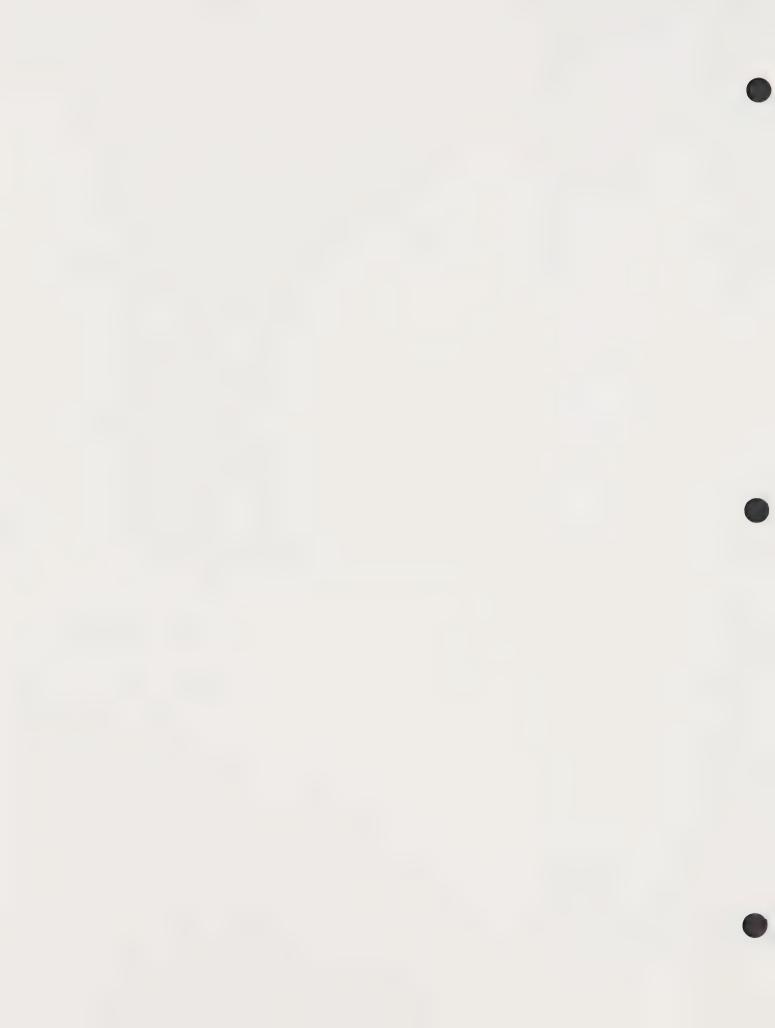


TABLE 2
HOUSING UNITS AND POPULATION - PRIMARY PLANNING AREA

	Total Units	Multifamily Units	<u>Population</u> ¹
Existing, May 1983	4,428	386	13,700
Approved, as of November 1983	1,800	1,100	4,400
Potential Additional Development	1,700	1,200	4,000
TOTAL ²	7,900	2,700	22,100

Assumes 3.2 persons per single-family unit; 2.0 persons per multifamily unit.

2.1.3 Residential Compatibility

Guiding Policy

A. Avoid abrupt transitions between single-family development and higher density development on adjoining sites.

Implementing Policies

- B. Require all site plans to respect the privacy and scale of residential development nearby.
- C. Require a planned development zoning process for all development proposals over6.0 units per gross residential acre.

2.1.4 Extended Planning Area

Guiding Policy

A. Consider residential development proposals (including support facilities such as neighborhood shopping centers, schools and parks) on moderate slopes, with multi-family densities typically considered on flatter land and next to business park areas.

Many potential sites are under Williamson Act contract requiring open space use for at least 10 years.

Implementing Policies

- B. The location, extent and density of residential development will be determined when municipal services can be provided and through General Plan refinement studies.
- C. Approval of residential development in the extended planning area will require determination that:
 - Utilities and public safety services will be provided at urban standards without financial burden to Dublin residents and businesses.

² Totals rounded.

- Proposed site grading and means of access will not disfigure the ridgelands.
- Timing of development will not result in premature termination of viable agricultural operations on adjoining lands.
- The fiscal impact of new residential development in the extended planning area supports itself and does not draw upon and dilute the fiscal base of the remainder of the city.

2.2 COMMERCIAL AND INDUSTRIAL LAND USE

Dublin's central location has made it the Tri-Valley's commercial center, with more than 600 retail businesses and a wide variety of distributors, business service providers, builders and building subcontractors, manufacturers, and region-serving offices. The City's ability to provide municipal services depends on the income generated by business.

2.2.1 Downtown Dublin

Guiding Policy

A. Intensify Downtown Dublin.

The present collection of adjoining shopping centers can become a downtown with the variety, convenience, and visual prominence that is rarely found in communities built since the automobile became dominant. (See Figure 6, Downtown Concept Sketch, Page 14.)

Implementing Policies

- B. Provide a downtown BART station that will serve customers and workers with and without cars. Add offices and apartments within walking distance and eventually over BART parking.
- C. Encourage mid-rise office/apartment buildings and parking structures with ground floor retail space. Create store-lined pedestrian connections between existing shopping centers.
- D. Make downtown more understandable to the first-time visitor by installing standardized identification signs and directories soon.

2.2.2 Automobile Dealerships

Guiding Policy

A. Keep automobile dealers in Dublin.

Implementing Policy

B. Allow for the creation of an auto center east of Parks RFTA.

If or when downtown land becomes too costly for car dealers they will have the opportunity to relocate in an auto center with freeway frontage.

2.2.3 Neighborhood Shopping Centers

Guiding Policy

A. Strengthen existing neighborhood shopping centers.

Completion from downtown and from north of the County line leaves no trade area within the primary planning area for neighborhood shopping centers other than Dublin Square, San Ramon Village Plaza, and Village Square.

Implementing Policy

B. Require a planned development proposal at the southwest corner of Amador Valley Boulevard and Dougherty Road to include medium-high density residential, retail/office, or a mix of these uses.

2.2.4 Business Parks

Guiding Policy

A. Consider providing space for new businesses and for expansion of existing Dublin firms.

Implementing Policy

- B. Designate a 600-acre business park on Santa Rita Rehabilitation Center property in accord with Alameda County's long-term plans for site use, with the 200+ acre portion fronting I-580 to be business park/industrial low coverage.
- C. Consider sites for business parks east of Parks RFTA. Retail uses to serve nearby businesses and residences will be determined by General Plan refinement studies prepared in cooperation with property owners.
- D. Prior to planning and/or building permit approval of more than 9,000 (22%) of the potential jobs in the Extended Planning Area, one or more Specific Area Plans shall be developed to designate sufficient land for housing in reasonable relationship to existing jobs and jobs being proposed; and to demonstrate how needed municipal services will be provided.



Downtown Concept Sketch



Mid-Rise Office Ground Floor Retail

Illustrative Only Not Part of the General Plant

FIGURE 6

14.

3.0 LAND USE AND CIRCULATION SECTION: PARKS AND OPEN SPACE ELEMENT

State planning law calls for an inventory and policies for preserving and managing four categories of open space lands:

- (1) Open space for the preservation of natural resources.
- (2) Open space for the managed production of resources.
- (3) Open space for outdoor recreation.
- (4) Open space for public health and safety.

3.1 OPEN SPACE FOR PRESERVATION OF NATURAL RESOURCES AND FOR PUBLIC HEALTH AND SAFETY

Guiding Policies

- A. Preserve oak woodlands, riparian vegetation, and natural creeks as open space for their natural resource value.
- B. Maintain slopes predominantly over 30 percent (disregarding minor surface humps or hollows) as permanent open space for public health and safety.

Implementing Policy

C. Continue requiring reservation of steep slopes and ridges as open space as a condition of subdivision map approval.

3.2 AGRICULTURAL OPEN SPACE

Excluding parcels fronting on I-580, about 90 percent of the extended planning area is under Williamson Act Agreement (Government Code Section 51200, et. seq.), and Alameda County zoning sets minimum parcel size at 100 acres. Under the Williamson Act, property taxes are based on the agricultural value of land rather than its market value. The contract automatically renews each year for the new 10-year period unless the owner or the County gives notice of non-renewal.

Guiding Policy

A. Maintain lands currently in the Williamson Act agricultural preserve as rangeland, provided that specific proposals for conversion to urban use consistent with the General Plan may be considered not sooner than two years prior to contract expiration.

Implementing Policy

B. Approval of development of agricultural land not under contract shall require findings that the land is suitable for the intended use and will have adequate urban services and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under contract.

2.3 OPEN SPACE FOR OUTDOOR RECREATION

Dublin currently has three main outdoor recreational sites, the Sports Grounds (23 acres), Shannon Park and Community Center (10 acres), and Valley Community Swim Center (3 acres). Additionally, three small neighborhood parks adjoin schools (Mape, Cronin, and Kolb). The need for recreation facilities will increase as population grows and if surplus school sites are sold, there will be no public play space near the homes of many children.

Guiding Policies

- A. Expand park area to serve new development.
- B. Maintain and improve outdoor facilities at existing schools and at DSRSD recreation sites.

Implementing Policy

- C. Acquire three five-acre neighborhood parks:
 - East of Dougherty Hills as land is subdivided.
 - On Fallon School site (enlarging Kolb Park) when the site is sold by Murray School District.
 - On Dolan School site when the site is sold by Murray School District.
- D. Work with DSRSD and Murray School District to enhance DSRSD and School District park and recreation facilities.

Guiding Policy

E. Restrict structures on the hillsides that appear to project above major ridgelines.

The present undisturbed natural ridgelines as seen from the primary planning area are an essential component of Dublin's appearance as a freestanding city ringed by open hills.

Implementing Policy

F. Use subdivision design and site design review process to preserve or enhance the ridgelines that form the skyline as viewed from freeways (I-580 or I-680) or major arterial streets (Dublin Blvd., Amador Valley Blvd., San Ramon Road, Village Parkway, Dougherty Road).

4.0 LAND USE AND CIRCULATION SECTION: SCHOOLS, PUBLIC LANDS AND UTILITIES ELEMENT

This non-mandatory element is included in the General Plan as a means of expressing the policies of the City of Dublin concerning lands and services critical to the growth and development of Dublin that are operated by independent units of government.

4.1 PUBLIC SCHOOLS

Enrollment in the Murray School District (grades K-8) has been declining since 1973. Currently, three K-6 schools (Nielsen, Murray and Cronin) and two 7-8 schools (Wells and Frederiksen) accommodate Dublin students. Frederiksen School is to be closed in 1985. The General Plan envisions that Dublin School, now leased to a private school, will need to be re-opened as a public school as new homes west of San Ramon Road are occupied.

Dublin High School (Amador Valley Joint Union High School District) will continue to serve Dublin.

Guiding Policy

A. Cooperate with Murray School District to ensure preservation of surplus sites compatible with surrounding land uses and Housing Element objectives.

Implementing Policy

B. Initiate preparation of site plans or specific plans jointly with School District prior to sale.

This type of cooperation will achieve harmonious relationships between new development and existing residential areas and new park sites (See Open Space Element).

4.2 PUBLIC LANDS

The Federal and County governments and the East Bay Regional Parks District have large holdings in the extended planning area that are vital to Dublin's image and its eastward expansion.

Guiding Policies

- A. Maintain communication with military administrators and congressional representatives to urge that Parks RFTA be developed and operated as a good neighbor to Dublin.
- B. Support retention and development of Tassajara Creek Regional Park, or if it is re-acquired by the Army, replacement by East Bay Regionl Park District lands in or adjoining the extended planning area.

C. Request the Alameda County Board of Supervisors and County Planning Commission to formally recognize Dublin's direct interest in uses and development standards for portions of Santa Rita Rehabilitation Center that are to be sold or leased for private development.

Implementing Policies

- D. Negotiate participation by Parks RFTA in design of Dougherty Road improvements and establishment of a landscaped buffer strip.
- E. Negotiate reservation of an alignment for Dublin Boulevard extension across Parks RFTA and Santa Rita land. Consult with the federal government and the county concerning appropriate uses and development standards between Dublin Boulevard extension and I-580.

4.3 SOLID WASTE, AND SEWAGE TREATMENT AND DISPOSAL

The existing Dublin San Ramon Services District (DSRSD) sewage treatment plant adjoining I-680 in Pleasanton could be expanded to four times its present size, but the Livermore Amador Valley Water Management Agency (LAVWMA) pipeline that carries treated effluent from Livermore, Pleasanton and Dublin through Dublin Canyon to the Bay is nearing capacity. Growth will be curtailed within two to five years unless valleywide voter aproval for expansion is obtained. Studies leading to specific proposals to increase wastewater disposal capacity are underway in early 1984.

Planning for solid waste disposal facilites is conducted on a countywide basis.

Guiding Policy

- A. Expand sewage treatment and disposal capacity to avoid constraining development consistent with the Dublin General Plan.
- B. Cooperate with Alameda County as necessary for adoption and implementation of County Solid Waste Management Plan.

4.4 WATER SUPPLY

Dublin's water is distributed by DSRSD, which purchases water from Zone 7 of the Alameda County Flood Control and Water Conservation District, which, in turn, imports it from the Sierras via the South Bay Aqueduct. The supply may run short in the 1990's if no new sources become available.

Guiding Policies

- A. Base General Plan proposals on the assumption that water supplies will be sufficient and that local wells could be used to supplement imported water if necessary.
- B. Consider obtaining water service from the East Bay Municipal Utility District.

5.0 LAND USE AND CIRCULATION SECTION: CIRCULATION AND SCENIC HIGHWAYS ELEMENT

5.1 TRAFFICWAYS

The I-680 freeway is to be widened to eight lanes within the next five years and the freeway to freeway interchange will be rebuilt as both freeways and the arterial street system experience heavy new demands from development in adjoining communities.

Guiding Policy

A. Improve freeway access.

Implementing Policies

B. Add an I-680 interchange at or near Amador Valley Boulevard.

Access to downtown from the north is needed at a point closer than Alcosta Boulevard and the entire central portion of the City needs an alternative to congested Dublin Boulevard intersections at San Ramon Road and Dougherty Road.

C. Work with the City of San Ramon to increase the capacity of the Alcosta Boulevard interchange by relocating southbound I-680 ramps to intersect San Ramon Road north of Alcosta.

Guiding Policy

D. Reserve right of way and construct improvements necessary to allow arterial and collector streets to accommodate projected traffic with the least friction.

The Daily Projected Traffic Volumes map shows existing and projected flows and lane requirements. The General Plan does not include more detailed street improvement proposals.

Implementing Policies

E. Develop a plan line for a six-lane divided extension of Dublin Boulevard from Dougherty Road to Parks RFTA boundary.

This route will be the only non-freeway connection between the present city and new residential and business park development east of Parks RFTA.

F. Connect existing cul-de-sac streets near proposed BART station south of Dublin Boulevard.

The proposed new street parallel to Dublin Boulevard is needed to serve intensive development of a 100-acre commercial area and to distribute BART station traffic to three Dublin Boulevard intersections.

G. Reserve right of way for Hansen Drive extension to the western hills.

If residential development in the extended planning area is to be part of Dublin, this is the preferred connection.



1983 and 2005 Daily Projected Traffic Volumes

H. Design Dougherty Road as a six-lane divided arterial street.

Development in Contra Costa County will contribute more than half the traffic; so the full cost should not be borne by Dublin users.

I. Prevent misuse of neighborhood collector streets by through traffic.

Traffic controls will be considered to correct specific problems.

5.2 TRANSIT

BART currently operates two bus lines serving BART rail stations and providing limited local transit service. Dublin taxpayers have been paying their full share for direct rail service as shown on the original BART plan, but other extensions competing for funding have received stronger support from the Metropolitan Transportation Commission staff. The rail service proposal was revised in 1983 to indicate BART in the I-580 freeway median with stations in downtown Dublin and at Hacienda Drive.

The Pleasanton/Dublin Short Range Transit Plan (December 1983) proposes a nine-bus fleet providing local service on routes within three blocks of 85 percent of Dublin's residents.

Guiding Policies

- A. Support a compact multi-story downtown BART station and a second station to the east along I-580, provided the BART rail line is extended at least to the eastern limits of the City of Pleasanton.
- B. Support improved local transit as essential to a quality urban environment, particularly for residents who do not drive.

Implementing Policies

- C. Urge BART cooperation in maintaining availability of station sites and develop standards for review of public and private improvements in the vicinity of BART stations that take account of both future traffic needs and development opportunities.
- D. Pursue formation of a Joint Exercise of Powers Agreement with neighboring jurisdictions to enable use of Transportation Development Act funds to begin improved local transit service late in 1984.

The proposed bus loop would start at San Ramon Road and Dublin Boulevard, proceeding via Dublin Blvd., Hansen Drive, Silvergate, Peppertree, Shannon, San Ramon Road, Alcosta, Davona, Village Parkway, Amador Valley Blvd., Dougherty Road, Dublin Blvd., and San Ramon Road, to Stoneridge and Pleasanton.

5.3 SOUTHERN PACIFIC RAILROAD RIGHT OF WAY TRANSPORTATION CORRIDOR

Contra Costa and Alameda Counties are considering means of preserving the Southern Pacific right of way. Track has been removed from all but the Alameda County portion of the San Ramon Branch line between Pleasanton and Pleasant Hill, and only one or two rail customers remain. Recent studies have proposed future use for light rail transit or as a busway.

Guiding Policy

- A. Support preservation of the Southern Pacific right of way as a potential transportation corridor.
- B. Consider potential recreational use in conjunction with transportation use.

Committed development will require additional transportation capacity in the San Ramon Valley corridor, so all options should be kept open.

5.4 BICYCLE ROUTES

Guiding Policy

A. Provide safe bike routes along major arterial streets.

Implementing Policy

B. Complete the following bikeways system:

San Ramon Road Existing separate bike path.

Village Parkway Existing bike lane north of Amador Valley

Boulevard; designate sidewalk to south.

Dougherty Road Incorporate separate bike/jogging path

in new design.

Amador Valley Blvd. Existing bike lane west of Village Parkway;

review need for striped lane east of Village

Parkway.

Dublin Blvd. Designate sidewalk.

SP Right of Way Trans- Incorporate bike/jogging path in design. portation Corridor

5.5 TRUCK ROUTES

Guiding Policy

A. Designate truck routes to minimize noise nuisance on residential arterial streets.

Implementing Policy

B. Restrict through trucks to I-580 and I-680.

5.6 SCENIC HIGHWAYS

I-580, I-680, San Ramon Road, and Dougherty Road were designated scenic routes by Alameda County in 1966. These are the routes from which people traveling through Dublin gain their impression of the city; so it is important that the quality of views be protected.

In the extended planning area, Tassajara Road and Doolan Road are designated by Alameda County.

Guiding Policy

A. Incorporate previously designated scenic routes in the General Plan and work to enhance a positive image of Dublin as seen by through travelers.

Implementing Policy

B. Exercise design review of all projects within 500 feet of a scenic route and visible from it.



6.0 HOUSING SECTION: HOUSING ELEMENT SUMMARY

6.1 HOUSING ELEMENT REQUIREMENTS AND ORGANIZATION

The Housing Element in full is included in the Technical Supplement.

State Requirements. By law (Government Code Section 65580 through 65589), the Housing Element must contain:

- 1. An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs;
- 2. A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing; and
- 3. A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element.

The housing program must: identify adequate sites available for residential development for a variety of types of housing for all income levels; assist in the development of adequate housing to meet the needs of low and moderate income households; address governmental constraints to the maintenance, improvement, and development of housing; conserve and improve the condition of the existing affordable housing stock; and promote housing opportunities for all persons.

6.2 HOUSING RESOURCES AND NEEDS

Most of the City's 4,400 housing units were built by the Volk-McLain Company during the 1960's and are single-family, one-story houses with three or four bedrooms. Only 386 units (nine percent) are multi-family, although another 1,100 multi-family units were approved by late 1983. The 1980 Census reported that 23 percent of Dublin residents rent their homes. As all but 10 to 15 percent of multi-family units are occupied by renters, it can be assumed that about 15 percent of Dublin's single-family homes were rented in 1980.

For many, Dublin's predominance of single-family homes on 5,000 to 8,000 square foot lots is a desirable feature and one that helps to define a community of families with moderate incomes, typically earning 80 to 120 percent of the Bay Area median income. Today's moderate income households, however, cannot afford today's new single-family homes, forcing the City to choose between attempting to maintain its traditional type of housing and maintaining a community with housing available to its traditional residents. A household earning 120 percent of the median income could not afford a home costing more than \$75,000 in 1983, assuming 25 percent of income spent for housing and a 13 percent, 30-year loan with a 10 percent down payment.

As moderate income households are faced with increasing difficulty in purchasing homes, low income households are finding it more difficult than ever to obtain housing. The regional housing needs determination prepared by the Association of Bay Area Governments (ABAG) allocates 1,956 additional units to Dublin by 1990, including 665 units affordable by low (less than 80 percent of median) and very low income (less than 50 percent of median) households. General Plan policies will enable Dublin to exceed the ABAG total unit quota, but the target for low and very low income units is unrealistic unless federal subsidy programs for new construction are revived. Dublin now has 186 subsidized units.

With nearly one-quarter of Dublin's housing stock at full development yet to be approved, and 70 percent of the remaining units anticipated to be at medium or medium-high density, Dublin is making a strong effort to meet housing needs.

Unless the economy stagnates or sewage capacity increases are blocked, Dublin will be built-out within the next five to ten years. Only 159 acres suitable for residential development remain in the City. (See Table 1, Development Policies for Residential Sites and Figure 4 in Land Use Element, Page 8 and 9).

Table 3
City of Dublin: Existing and Planned Housing Units By Type
November, 1983

	Total Units	Single- Family	Multi- Family	Cumulative % Multi-Family
Existing Occupied or Previously Occupied	4,428	4,042	386	9
Approved or Under Consideration	1,800	700	1,100	24
Totals (rounded)	6,200	4,700	1,500	

6.3 CITY HOUSING GOALS

Guiding Policies

The following goals direct the City's housing program. Policy objectives that implement City goals are presented with individual housing strategies in the full Housing Element.

- A. Encourage housing of varied types, sizes, and prices to meet current and future housing needs of all Dublin residents.
- B. Preserve Dublin's existing housing stock in sound condition.
- C. Ensure that housing in Dublin will have adequate public services and will be accessible to public facilities and employment and commercial centers.
- D. Work for equal housing opportunity and access for all persons regardless of race, religion, national origin, sex, marital/family status, or other arbitrary factors.

6.4 SUMMARY OF HOUSING PROGRAM STRATEGIES

Implementing Policies

A. Designate sites available for residential development in the primary planning area for medium to medium-high density where site capability and access are suitable and where the higher density would be compatible with existing residential development nearby. (See Table 1, Development Policies for Residential Sites, page 8.)

B. Treat one-bedroom and studio apartments as equivalent to 75 percent of a housing unit when computing allowable density, provided that the maximum number of units permitted on a site shall not be increased by more than 25 percent including any state-mandated bonus.

Regulating density solely on the basis of units per acre provides an unintended incentive to build the largest units that can be marketed. Because small units have less impact as measured by household size, floor area, and vehicle trip generation, it is logical to permit more of them. With no limit, the 75 percent rate could increase the number of units on a site by one-third. The 25 percent maximum allowable increase will encourage variety in unit sizes.

C. Allow residential development in Downtown Intensification Area.

The potential for residential development in mixed use buildings downtown is estimated at 200 units, but more could be built.

D. Support semi-public institutions in efforts to add affordable housing on their sites.

The land use definitions consider housing on a semi-public site consistent with the General Plan, subject to Planned Unit Development approval.

E. Require a percentage of units in large multi-family projects be rented for a specified period of time.

This appears to be the most feasible means of insuring the availability of rental housing.

F. Encourage development of second units in existing single-family homes.

State law requires jurisdictions to provide for second units. The City has adopted an ordinance establishing standards for second units and will implement a public awareness program intended to achieve a goal of second units in ten percent of homes with three or more bedrooms.

G. Cooperate with non-profit housing provider to develop below-market rate units.

This strategy has been used in several Alameda County cities to produce up to 20 percent below-market rate units on sites similar to Dublin's surplus school sites.

H. Work with Pleasanton toward establishing a joint housing authority.

Dublin's only public housing project, Arroyo Vista, is owned and operated by the Pleasanton Housing Authority. Participation in a joint authority would give Dublin an official voice in Housing Authority decisions affecting Dublin.

I. Encourage development of additional units on Housing Authority land in Dublin.

Several acres of undeveloped land remaining on the Pleasanton Housing Authority Arroyo Vista site would be appropriate for senior or other subsidized housing.

J. Monitor availability of rental housing. If deemed necessary, consider enactment of an ordinance regulating conversion to condominium ownership.

K. Require evidence of developer effort to receive public financial assistance for the purpose of including below-market rate units in proposed projects; assist developers in obtaining information on available programs.

This would insure that available subsidy programs are being used where appropriate.

L. Grant 25 percent density bonuses for provision of 25 percent affordable units in a project as required by state law.

Developers have rarely found this provision to provide adequate incentive for voluntary action.

M. Promote equal housing opportunity for all Dublin residents and others seeking housing in Dublin.

Existing governmental and private agencies assist victims of housing discrimination; the City will refer complaints to those agencies.

N. Continue code enforcement program. Aid low income households in obtaining financial assistance for housing rehabilitation.

The City's building inspection program will be continued and will be expanded to include provision of information on rehabilitation assistance for low income households.

7.0 ENVIRONMENTAL RESOURCES MANAGEMENT SECTION: CONSERVATION ELEMENT

Air quality and wastewater disposal have been the Tri-Valley's most difficult conservation issues affecting urban growth, even with construction of the Livermore Amador Valley Wastewater Management Association (LAVWMA) pipeline, and significantly improved air quality. The extent of anticipated development now draws greater attention to other conservation issues — conversion of agricultural land to urban uses; loss of open space; hazards posed by development in steep and landslide-prone areas; increased runoff; and erosion and stream siltation. Additionally, the prospect of renewed or intensified air quality and sewage disposal problems accompanies plans approved or under consideration that would result in up to 200,000 jobs in the Tri-Valley.

Open space resources are discussed in the open space element; the seismic safety and safety elements consider natural hazards. This section and its counterpart in the Technical Supplement consider hydrology, habitats, agricultural open space, air, soil resources, and archaeologic and historic resources.

The planning area includes three zones that are distinct in terms of topography, vegetation, and soils. The urban area within the city's borders and the undeveloped area just north of I-580 east of Tassajara Road form part of the flat valley floor. The land east of Parks RFTA and Santa Rita and south of the county line consists of grassy rolling hills with occasional steep slopes, and the westernmost part of the planning area is composed of ridgelands covered primarily by grasslands with oak and woodlands on steep slopes and in winding canyons. (These zones are referred to below as the valley, eastern hills, and western hills portions of the planning area, respectively.)

The western hills form part of the ridgelands extending from Contra Costa to Santa Clara counties, established as an area of regional significance by a 1980 National Parks Service study. The ridgelands have been the subject of preservation efforts over the years, and also have been protected by the difficulty of development on the steep slopes and ridges. The ridgelands of the western hills are characterized by good quality grazing land and woodland and forest habitats with high natural resource values. Perhaps most important, the western hills form part of a greenbelt that rings the Bay Plain, preventing continuous urban spread.

The eastern hills are not as valuable as the western hills in terms of habitat, but do include grazing and hay-growing land of unusually high quality. Throughout the extended planning area, most of the land is under Williamson Act contracts that prohibit development for a minimum of ten years while providing tax advantages to landowners.

7.1 RIPARIAN VEGETATION

Guiding Policies

- A. Protect riparian vegetation as a protective buffer for stream quality and for its value as a habitat and aesthetic resource.
- B. Promote access to stream corridors for passive recreational use and to allow stream maintenance and improvements as necessary, while respecting the privacy of owners of property abutting stream corridors.

Implementing Policies

- C. Enforce watercourse ordinance in developed areas of city.
- D. Require open stream corridors of adequate width to protect all riparian vegetation, improve access, and prevent flooding caused by blockage of streams.
- E. Require revegetation of creek banks with species characteristic of local riparian vegetation, where construction requires creekbank alteration.

7.2 EROSION AND SILTATION CONTROL

Guiding Policies

- A. Maintain natural hydrologic systems.
- B. Regulate grading and development on steep slopes.

Implementing Policies

- C. Enact and enforce erosion and sedimentation ordinance establishing performance standards in relation to maintenance of water quality and protection of stream courses.
- D. Enact ordinance requiring on-site runoff control.
- E. Review development proposals to insure site design that minimizes soil erosion and volume and velocity of surface runoff.
- F. Restrict development on slopes of over 30 percent.

7.3 OAK WOODLANDS

Guiding Policy

A. Protect oak woodlands.

Implementing Policy

- B. Require preservation of oak woodlands. Where woodlands occupy slopes that otherwise could be graded and developed, permit allowable density to be transferred to another part of the site. Removal of an individual oak tree may be considered through the project review process.
- C. Develop a heritage tree ordinance.

7.4 AIR QUALITY

Implementing Policy

A. Request the Bay Area Air Quality Management District to establish an air quality monitoring station in Dublin.

Information on localized carbon monoxide problems will not be available unless monitoring is conducted within the city.

7.5 AGRICULTURAL LANDS

Guiding Policy

A. Prevent premature urbanization of agricultural lands. (See Open Space policies, Page 15.)

Implementing Policy

B. Approval of urban development shall require findings that the land is suitable for the proposed use and will have adequate urban services; and that conversion to urban use will not have significant adverse effects on adjoining lands remaining under Williamson Act contract.

7.6 ARCHAEOLOGIC AND HISTORIC RESOURCES

Guiding Policies

A. Preserve Dublin's historic structures.

Seven sites in Dublin are listed in the California Historic Resources Inventory, including the church and school on the grounds of the heritage park.

B. Follow state regulations -- Public Resources Code Sections 21083.2(c) and (d) -- regarding discovery of archaeological sites, and Historic Resources, as defined in Section 5020.1 of the Public Resources Code.

8.0 ENVIRONMENTAL RESOURCES MANAGEMENT SECTION: SEISMIC SAFETY AND SAFETY ELEMENT

8.1 SEISMIC SAFETY

The planning area offers examples of most of the geologic hazards commonly found in California, but only two -- downslope movement (mainly landslides) and earthquake fault surface rupture -- are significant constraints on the location of urban development. Downslope movement includes landslides, rockfalls, debris flows, and soil creep. Factors affecting downslope movement are groundwater, rock and soil type, slope angle, propensity to erosion, seismic activity, vegetation, and grading or other human alterations.

The Calaveras Fault is the major active fault in the planning area with rupture potential and runs parallel to and just west of San Ramon Road. The Pleasanton Fault, near the west edge of Camp Parks, is difficult to locate precisely. The State has established Alquist-Priolo Special Studies Zones along both faults, requiring detailed studies of rupture hazards prior to construction.

Few potential building sites within the City of Dublin or the extended planning area are without geologic impact or hazard. The hazard may be actual, such as an active landslide or proximity to an active fault, or potential, such as a proposed cut that might activate a landslide. Mitigation of hazards may increase construction cost, but will reduce long-term costs to both property owners and the city.

Guiding Policy

A. Geologic hazards shall be mitigated or development shall be located away from geologic hazards in order to preserve life, protect property, and reasonably limit the financial risks to the City of Dublin and other public agencies that would result from damage to poorly located public facilities.

Implementation Policies

8.1.1 Structural and Grading Requirements

- A. All structures shall be designed to the standards delineated in the Uniform Building Code and Dublin grading ordinance. A "design earthquake" shall be established by an engineering geologist for each structure for which ground shaking is a significant design factor.
- B. Structures intended for human occupancy shall be at least 50 feet from any active fault trace; freestanding garages and storage structures may be as close as 25 feet. These distances may be reduced based on adequate exploration to accurately locate the fault trace.
- C. Generally, facilities should not be built astride potential rupture zones, although certain low-risk facilities may be considered. Critical facilities that must cross a fault, such as oil, gas, and water lines, should be designed to accommodate the maximum expected offset from fault rupture. Site specific evaluations should determine the maximum credible offset.

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8.1.2 Required Geotechnical Analyses

- A. A preliminary geologic hazards report must be prepared for all subdivisions. Any other facility that could create a geologic hazard, such as a road or a building on hillside terrain, must also have such a study. Each of the hazards described in the Seismic Safety and Safety Element must be evaluated. This hazard analysis shall be prepared by a registered engineering geologist.
- B. Detailed geologic studies will be required at the tentative subdivision map stage for all projects within the Landslide Hazard Area Boundary on the Geologic Hazards and Constraints map, and for other proposed projects if the preliminary investigation indicates a potential geologic hazard. Proposals for mitigation should be included at this stage. The detailed analysis for projects in the Landslide Hazard Area Boundary must consider:
 - cumulative effect of new development on a partially developed slide;
 - effects of septic leach systems, garden watering, and altered drainage patterns;
 - impact of a maximum credible earthquake;
 - where applicable, passage of the Calaveras Fault through or under landslide deposits;
 - debris flow and other downslope hazards (especially common east of Dublin). Care must be taken not to locate structures in the path of potential debris flows.
 - Where published maps identify or show "ancient" or Quaternary slides on sites of proposed development, their stability must be analyzed, and effects of the proposed development on the area's stability must be evaluated by a soils engineer.
- C. If the preliminary report indicates liquefaction potential, an engineering analysis and design, if necessary, to mitigate liquefaction hazards, shall be required for all structures planned for human occupancy.
- D. Evaluation for shrink-swell potential shall be included with all soils reports and design recommendations formulated where the potential is present. These analyses and recommendations shall include public streets and utilities, in order to reduce future public repair costs.
- E. A fault rupture evaluation, as outlined by the State of California for Special Studies Zones (Alquist-Priolo Act), shall be required for all development within the Revised Special Studies Zones as shown on the Geologic Hazards and Constraints map. The fault rupture evaluation should be conducted after building sites are specifically defined. Sites situated outside of this zone but within the Preliminary Zones (Slossen, 1973) shall be evaluated if proposed for multi-family dwellings or for public or recreational facilities.
- F. Any changes in grading or building design that would be significantly affected by geologic hazards or soils conditions, or in turn would significantly alter geologic or soils conditions, shall be accompanied by a re-analysis of those conditions. In addition, any conditions discovered during excavation or grading that significantly depart from the previously described geologic and soils setting shall be evaluated.

8.1.3 Existing Structures

A. Post-earthquake or damage reconstruction of existing structures shall be permitted only if mitigating factors are incorporated.

8.1.4 Data Review and Collection

- A. A procedure to review all required reports and data shall be established with the Alameda County Geologist or a consulting engineering geologist shall be retained as reviewer. This individual shall participate in the review process from the earliest proposal stage to completion of the project.
- B. A file of all geologic and soils reports and grading plans shall be maintained as reference material for future planning and design on each site as well as on adjacent sites.
- C. City and developer shall endeavor to fully disclose hazards to present and future occupants and property owners.

8.1.5 Earthquake Response Plan

A. In 1978 Alameda County adopted an <u>Earthquake Response Directive</u> to be incorporated in the County Emergency Operations Plan (updated March 1980). The directive applies fully to the unincorporated area and to eight contract cities. Dublin will adopt the County directive or will formulate its own plan.

8.2 SAFETY

Policies relating to landslides, a significant geologic hazard, are included in the seismic safety element, although not all slides are likely to be induced by earthquakes. Fire, flood, and hazardous materials are the remaining safety concerns addressed in the General Plan.

8.2.1 Emergency Preparedness Guiding Policy

A. Develop an emergency preparedness plan in coordination with other public agencies.

8.2.2 Fire Hazard and Fire Protection

The Dublin San Ramon Services District provides urban fire protection with a sworn staff of 38 responding to 1,250 calls per year from two stations. The "3" insurance rating given to the District is the best reasonably achievable.

Steep, inaccessible slopes and brush create a high fire hazard in the western hills. Major personnel and equipment additions would be needed to protect development in the extended planning area. DSRSD does not provide protection to Parks RFTA or to Santa Rita Rehabilitation Center and is not able to serve these areas at present.

Guiding Policy

A. Require special precautions against fire as a condition of development approval in the western hills outside the primary planning area.

Implementing Policies

- B. Enact a high hazard ordinance specifying:
 - Fire retardant roof materials, spark arrestors, water storage, and vegetation clearance around structures.
 - Sprinklers for all habitable structures beyond five minutes response time from a station.

Guiding Policy

C. Prepare and implement a plan for facilities and personnel at one or more fire stations east of Tassajara Road as a condition of development approval in the eastern extended planning area.

8.2.3 Flooding

Heavy storms in early 1983 carried debris down from the western hills blocking drains and causing flooding of backyards and several homes in the Silvergate area.

Guiding Policy

A. Regulate development in hill areas to minimize runoff by preserving woodlands and riparian vegetation. Retain creek channels with ample right of way for maintenance and for maximum anticipated flow.

Implementing Policies (See also Conservation Element policies, page 28-30)

- B. Require dedication of broad stream corridors as a condition of subdivision approval.
- C. Protect riparian vegetation and prohibit removal of woodlands. Removal of an individual oak tree may be considered through the project review process.
- D. Require drainage studies of entire small watersheds and assurance that appropriate mitigation measures will be completed as needed prior to approval of development in the extended planning area.

8.2.4 Hazardous Materials

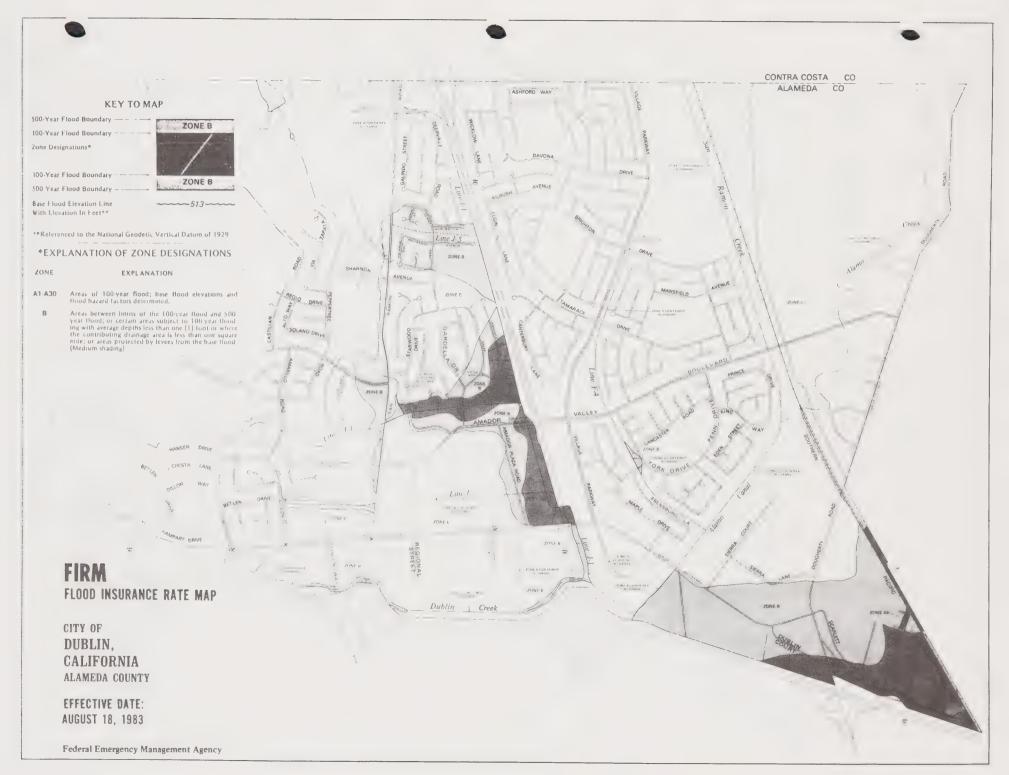
Hazardous materials are transported on the freeways and some are used by Dublin industries. The DSRSD Fire Department and the Dublin Police Department form the City's hazardous materials team.

Guiding Policy

A. Maintain and enhance ability to regulate use, transport, and storage of hazardous materials and to quickly identify substances and take appropriate action during emergencies.

Implementing Policy

- B. Consider formation of a hazardous materials team consisting of specially trained personnel from all Tri-Valley public safety agencies.
- C. Adopt an ordinance to regulate handling, transport, and storage of hazardous materials and hazardous waste.



9.0 ENVIRONMENTAL RESOURCES MANAGEMENT SECTION: NOISE ELEMENT

Traffic is the primary source of continuous noise in Dublin. Noise exposure contours have been plotted for 1983 (based on noise measurements and current traffic data) and projected to 2005 based on traffic volume increases (see Figures 10 and 11). The Community Noise Equivalent Level (CNEL) described 24-hour average noise levels measured in decibels (dB) taking account of the increased sensitivity of people to noise during evening and nighttime hours. Sound levels between 7:00 and 10:00 p.m. are penalized 5 dB and those between 10:00 p.m. and 7:00 a.m. are penalized 10 dB. The dB scale is logarithmic; a 3 dB difference normally is discernable and a 10 dB increase is subjectively heard as a doubling in loudness.

The Land Use Compatibility Table provides the basis for decisions on location of land uses in relation to noise sources, and for determining noise mitigation needs.

Guiding Policy

A. Where feasible, mitigate traffic noise to levels indicated by Table 4: Land Use Compatibility for Community Noise Environments (see page 40).

Implementing Policies

B. Request Caltrans to provide noise walls at least seven feet high along both sides of I-680 between Amador Valley Boulevard and the Alcosta interchange when additional freeway lanes are constructed.

Future noise, if not mitigated, will subject about 2,700 residents to levels exceeding 65 CNEL. The noise wall would reduce noise by 10 dB, making this the most cost-effective noise reduction project in Dublin. Actual wall height would be determined during project design.

C. Encourage homeowners west of San Ramon Road who are affected by I-580 noise to construct noise barriers on their properties where these would be effective and require such barriers for new development. This policy also applies to sites adjoining the west side of San Ramon Road at higher elevations.

Where the noise source is below the receptors, only barriers near the receptor will be effective. About 5 dB noise reduction could be achieved.

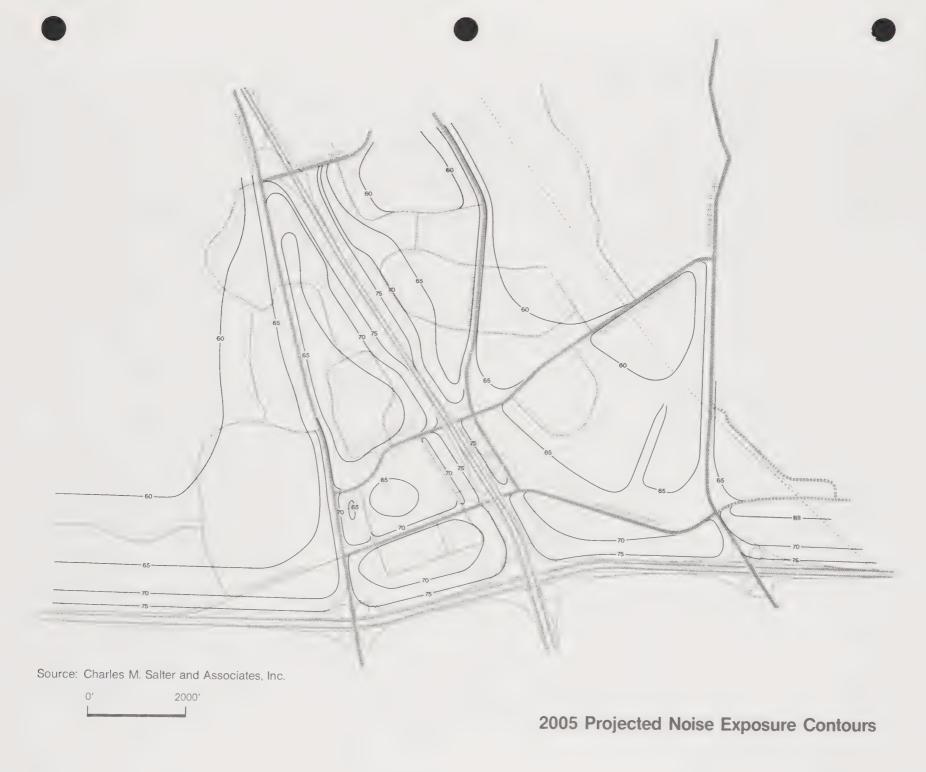
D. Support unified action by residential owners on the east side of San Ramon Road and along Village Parkway to install, repair, or extend noise barriers.

Much of this frontage was developed before effective noise barriers were required as a condition of subdivision approval. Because construction for a single lot is costly, relatively ineffective, and potentially unattractive, the City should assist in the formation of assessment districts or otherwise promote group action where there is consensus that a problem exists.

E. Design Dougherty Road improvements and adjoining residential development for compliance with noise standards.



38. FIGURE 10



39. FIGURE 11

TABLE 4
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS
COMMUNITY NOISE EXPOSURE (dB)

	Normally	Conditionally Acceptable (Noise Insulation	Normally	Clearly
Land Use Category	Normally Acceptable	Features Required	Normally Unacceptable	Unacceptable
Residential	60 or less	60 - 70	70 - 75	Over 75
Motels, hotels	60 or less	60 - 70	70 - 80	Over 80
Schools, churches, nursing homes	60 or less	60 - 70	70 - 80	Over 80
Neighborhood parks	60 or less	60 - 65	65 - 70	Over 70
Offices: retail commercial	70 or less	70 - 75	75 – 80	Over 80
Industrial	70 or less	70 - 75	Over 75	

Conditionally acceptable exposure requires noise insulation features in building design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: California Office of Noise Control, 1976, as modified by Charles M. Salter Associates, Inc.

This corridor offers the opportunity to do it right the first time without continuous walls. Berms, open space, garages near the road, and noise-conscious site planning can be used.

F. Request demonstration of ability to mitigate noise prior to approval of light rail or bus service in the Southern Pacific Right of Way Transportation Corridor.

A depressed rail line or noise walls close to the tracks could make light rail a good neighbor.

G. Review all multi-family development proposals within the projected 60 CNEL contour for compliance with noise standards (45 CNEL in any habitable room) as required by State law.

Because the General Plan designates almost all residential sites subject to 60 or greater CNEL for multi-family development, this standard will be effective in Dublin. Project designers may use one or more of four available categories of mitigation measures: site planning, architectural layout (bedrooms away from noise source, for example), noise barriers, or construction modifications.

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